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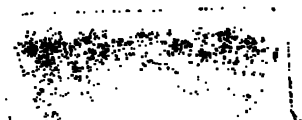
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INTRODUCTION.

The only authority in English dealing exclusively with the Danish West Indies appears to be C. E. Taylor's "Leaflets from the Danish West Indies: Descriptive of the social, political and commercial condition of these islands." The author was for many years a resident of St. Thomas, and his work has the value of affording information acquired at first hand. The geographic manuals like Réclus's "The Earth and its inhabitants" and Stanford's "Compendium of geography and travel" give good summary accounts of the history and natural features of the islands.

The negotiations for the purchase of the islands in 1865-1869 are well set forth in James Parton's "The Danish islands: Are we bound in honor to pay for them?" and in briefer form in Curtis's "The United States and Foreign Powers" and Wharton's "A Digest of the international law of the United States." The proceedings of the Danish parliament are printed in the "Rigsdagtidende." A pamphlet by Dixon, "The St. Thomas treaty. A series of letters to the Boston Daily Advertiser," reports the proceedings in Washington while the treaty was pending, and also contains the text of the treaty.

The Danish colonial fiscal system in the West Indies is the subject of an essay by C. W. Tooke, printed in "Essays in colonial finance by the members of the American Economic Association."

The tabulated statistics of the commerce and commercial regulations of the islands may be found in the publications of the Bureau of Statistics of the Treasury Department and the Foreign Commerce Bureau of the State Department. The publications of the Statens statistiske Bureau of Denmark include statistical tables of imports and exports, merchant marine, and navigation. The various reports from our consuls at St. Thomas have been noted in their proper place in this list.

A. P. C. GRIFFIN,

Chief of Division of Bibliography.

HERBERT PUTNAM,
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“Seit der Aufhebung der Sklaverei und dem Ueberhandnehmen der Dampfschiffahrt hat sich der Character der Insel völlig geändert. Die Zuckerpflanzungen sind verschwunden, der Boden ist so gut wie unbebaut, eine Vermittelung des Handels zwischen den Küsten Mittel- und des nördlichen Südamerikas mit den Vereinigten Staaten und Europa findet nicht mehr statt. Jetzt ist St. Thomas nur noch ein Knotenpunkt der Dampfschiffahrt nach Westindien. Die einzige Ortschaft ist Charlotte Amalie mit stationärer Bevölkerung (ca 12000). Die Gezeitenströmungen sind so unregelmässig, dass eine richtige Hafenzeit nicht angegeben werden kann.”

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